1:Stanford U. S-4, 5 1956 AF15 East China
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499 In addition to the railways listed above, the Communist authorities announced in the early part of July 1955 that a new railway from Amoy, Fukien Province, to Ying-t'an, a key point on the Chekiang-Kiangsi Railway in Kiangsi Province, was under construction. It was reported that construction began in October 1954 under the leadership of the railway engineering corps and with the mobilization of civilian workers.[1] The detail routing has not been disclosed, but the total distance covered is about 260 miles.[2] According to a report by General Wang Chen, the commander, the Chinese Railway Corps is attempting to reduce the construction cost. It is planned that the cost per kilometer will be cut from 829,000 yuan ($331,600) to 677,000 yuan (US$ 271,000). Although this railway will pass through mountainous regions where the rainfall is extremely heavy, the workers are expected to accomplish the task within the shortest possible time.[3] This will be the first railway ever build in Fukien Province, and it will serve in the development of the province's economy.

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1. Hua-ch'iao Jih-pao [China Daily News], New York, Aug. 11, 1955.
2. Ibid.
3. Jen-min Jih-pao [People's Daily], July 31, 1955.

2: Murphy G-4 (no date) 1953 AF15 East China AF15

of the river bed indicate an average of about one foot added overall to the elevation of the bed at the river's mouth in each twenty-year period, or about one mile added to the coastline in each sixty-year period.[1]

On this basis, the site of Shanghai would have been on the seacoast about 500 B.C., an empirical estimate which agrees with the record of Chinese history. All cities in the delta area east of the line of Sungchiang (map 5) for which there are adeqaute records were founded after the third century A.D.[2] Records of the Eastern Han dynasty (25 A.D. to 220 A.D.) speak of Kunshan, now 80 miles from the sea, as the seaport of Soochow in the second century A.D., but Shanghai has served as Soochow's port since about the fifth century A.D. Tsungming Island in the Yangtze estuary, according to the official gazetteer of the island, first emerged as a habitable sand spit in the tenth century A.D. By the thirteenth century it was sufficiently densely populated to be made a separate *hsien* (county), and at present measures approximately 43 by 8 miles.[3]

Building and Drainage

The material on which Shanghai rests is thus totally unconsolidated and presents serious problems for building. An average vertical section shows silt from the surface to about 20 feet, sand to 300 feet, and gravel mixed with sand and silt to about 1000 feet, where some consolidated conglomerate is reached. The water table lies between five and eight feet below the surface of the ground.[4] It may be assumed that before the draining and filling done by the foreigners since 1843, the water table was considerably higher, and that even before 1843 the canals dug by the Chinese provided enough drainage to keep the water table lower than it would otherwise have been considering the soil and elevation of the site.

Foreigners were discouraged to find in 1875 when a bridge was built across the mouth of Soochow Creek * that one blow from the small pile driver employed buried the pilings out of sight in the

* "Soochow Creek" is the name given by foreign residents to the Woosung Chiang, originally a much larger stream, which drains into the Whangpoo at Shanghai and connects the city with Soochow, some sixty miles inland. In the interests of clarity and consistency it will hereinafter be referred to as Soochow Creek, the name by which it has most generally been known in Shanghai itself.